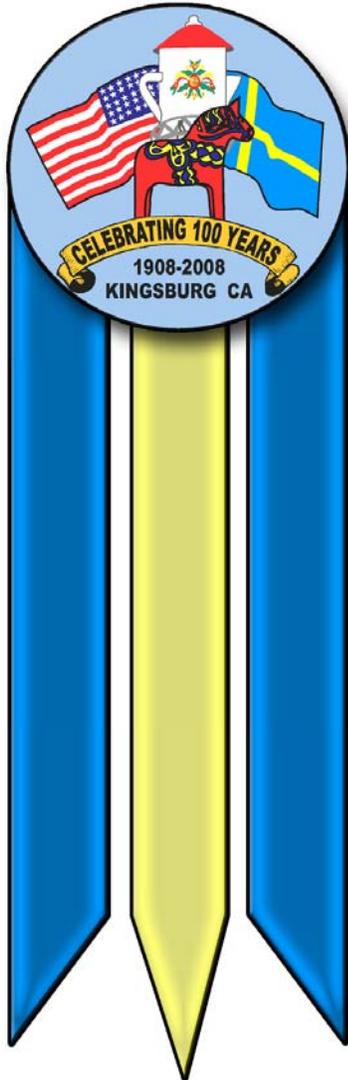


**Guardian/Sun-Maid Reorganization
Kingsburg, California**



**Initial Study
and
Mitigated
Negative Declaration**

Prepared by:

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APRIL 25, 2012

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1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study/Mitigated Negative Declaration prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed Guardian/Sun Maid Annexation (Project). An initial study is conducted by a lead agency to determine if a project may have a significant effect on the environment. In accordance with the CEQA Guidelines, Section 15064, an environmental impact report (EIR) must be prepared if the initial study indicates that the proposed project under review may have a potentially significant impact on the environment. A negative declaration may be prepared instead, if the lead agency prepared a written statement describing the reason why a proposed project would not have a significant effect on the environment, and, therefore, why it does not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a negative declaration shall be prepared for a project subject to CEQA when either

- a) The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or,
- b) The initial study identified potential significant effect, but:
 - 1) Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effect to a point where clearly no significant effects would occur, and,
 - 2) There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.

If revisions are adopted into the proposed project in accordance with the CEQA Guidelines Section 15070(b), a mitigated negative declaration is prepared.

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 1501 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051 (b)(1), “the lead agency will normally be the agency with the general governmental powers, such as a city or county, rather than an agency with a single or limited purpose.” When pre-zoning is proposed as part of an annexation request, the City is deemed the lead agency for CEQA purposes. As the lead agency, The City of Kingsburg will be responsible for preparing the necessary environmental document.

1.3 RESPONSIBLE AGENCY

The proposed annexation will have to be approved by the Fresno County Local Agency Formation Commission (LafCo) as a responsible agency.

Fresno County Local Agency Formation Commission (LafCo)
2607 Fresno Street. Suite B
Fresno CA 93721

1.4 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Initial Study/Mitigated Negative Declaration is to evaluate the potential environmental impacts of the proposed project. The document is divided in the following sections:

1.0 Introduction – Provides an introduction and describes the purpose and organization of the document.

2.0 Project Description – Provides a detailed description of the proposed project.

3.0 CEQA Initial Study Checklist – Impacts and mitigation measures. Describes the environmental setting for each of the environment subject areas, evaluates a range of impacts classified as “no impact”, “less than significant impact”, “potentially significant unless mitigation incorporated,” or “potentially significant” in response to the CEQA environmental checklist, and provides mitigation measures, where appropriate, to mitigate potentially significant impacts to a level less than significant; a determination follows the analysis concluding the environmental impact of the project.

1.5 DOCUMENTS INCORPORATED BY REFERENCE:

- Kingsburg General Plan and EIR
- North Kingsburg Specific Plan and EIR
- Fresno County General Plan

2.1 PROJECT DESCRIPTION

The proposed project is the annexation of approximately 430 acres to the City of Kingsburg, and portions of that territory to the Selma-Kingsburg-Fowler County Sanitation District (S-K-F). The project also includes the detachment of the same territory from the Fresno County Fire Protection District, Consolidated Irrigation District, and the Kings River Conservation District and the pre-zone of the subject area to Heavy Industrial, Light Industrial and Highway Commercial. The entire project area is located within the City of Kingsburg's existing Sphere of Influence and within the North Kingsburg Specific Plan Area which identified this territory for future annexation consideration.

2.2 PROJECT LOCATION AND SETTING

The proposed annexation area involves approximately 430 acres of primarily developed land located in the County of Fresno, Exhibit 1. The project site is roughly triangular in shape, is located along the north City limits and is generally bounded by Mountain View Avenue on the north, Bethel Avenue on the east, and State Route 99 along the south and west. The project area is also bisected by Golden State Boulevard and Union Pacific Railroad that run parallel to State Route 99, Exhibit 2.

The majority of the project area, 350 acres, is developed with industrial/commercial uses, approximately 52 acres are undeveloped, the remainder consists of street rights-of-way, Exhibit 3. The annexation area is currently within Fresno County's jurisdiction and zoned a mixture of M1 (Light Manufacturing) and M3 (Heavy Manufacturing), and approximately 21 acres are zoned AE-20, Exhibit 4. The two parcels zoned AE-20 are currently developed for industrial use. The annexation area is designated in the Kingsburg General Plan as Heavy Industrial, east of the railroad, excluding a small 2.35 acre parcel that is designated as Highway Commercial. The area between the railroad and State HWY 99 is designated as Highway Commercial and Light Industrial, Exhibit 5.

The environmental setting of the proposed annexation area is dominated by agricultural use north and east, State HWY 99 to the west and a recreational vehicle park and vacant land to the south. The agricultural uses are predominantly vineyards and stone fruit.

2.3 PROJECT PURPOSE

The purpose of the project is to annex lands into the City that have been developed without the full range of urban services in order to comply with Kingsburg General Plan policies and North Kingsburg Specific Plan policies and ensure the public's health and safety. Future development of the area is anticipated, consistent with the Kingsburg General Plan and land uses found elsewhere in the City. Environmental review in accordance with CEQA will be required for those future development projects.

Pre-zoning the annexation area, Exhibit 5 is a requirement for the annexation and the pre-zoning must be consistent with the City's General Plan in order to meet the policies of the Fresno Local Agency Formation Commission (LAFCO). The area east of the railroad has been pre-zoned Heavy Industrial consistent with the Kingsburg General Plan. The proposed project includes the pre-zone of approximately 2.35 acres of Highway Commercial east of the railroad, along Mountain View, and approximately 39.29 acres of Highway Commercial and 87.44 acres of Light Industrial between the Golden State Corridor and State HWY 99 consistent with the Kingsburg General Plan and the North Kingsburg Specific Plan. The North Kingsburg Specific Plan identified the area between the Golden State Corridor and State HWY 99 with a mixed use overlay to allow a range of uses in the future.

The annexation will also include annexation of a portion of the subject property to the Selma-Kingsburg-Fowler County Sanitation District (S-K-F) and detachment from the Fresno County Fire Protection District, Consolidated Irrigation District and Kings River Conservation District.

The Fresno Local Agency Formation Commission (LAFCo), a Responsible Agency, will utilize the document to consider approval of the reorganization.

2.4 PROJECT CHARACTERISTICS

The annexation project does not involve any direct development-related impacts to the land. Annexation of the area involves the change of boundary lines which would transfer governmental jurisdiction to the City of Kingsburg from Fresno County. It is anticipated that the annexation would be followed, at some point in the future, by application for land use entitlements and improvement of the land with commercial and industrial uses and structures consistent with the City of Kingsburg General Plan.



EXHIBIT 1 REGIONAL LOCATION MAP

California

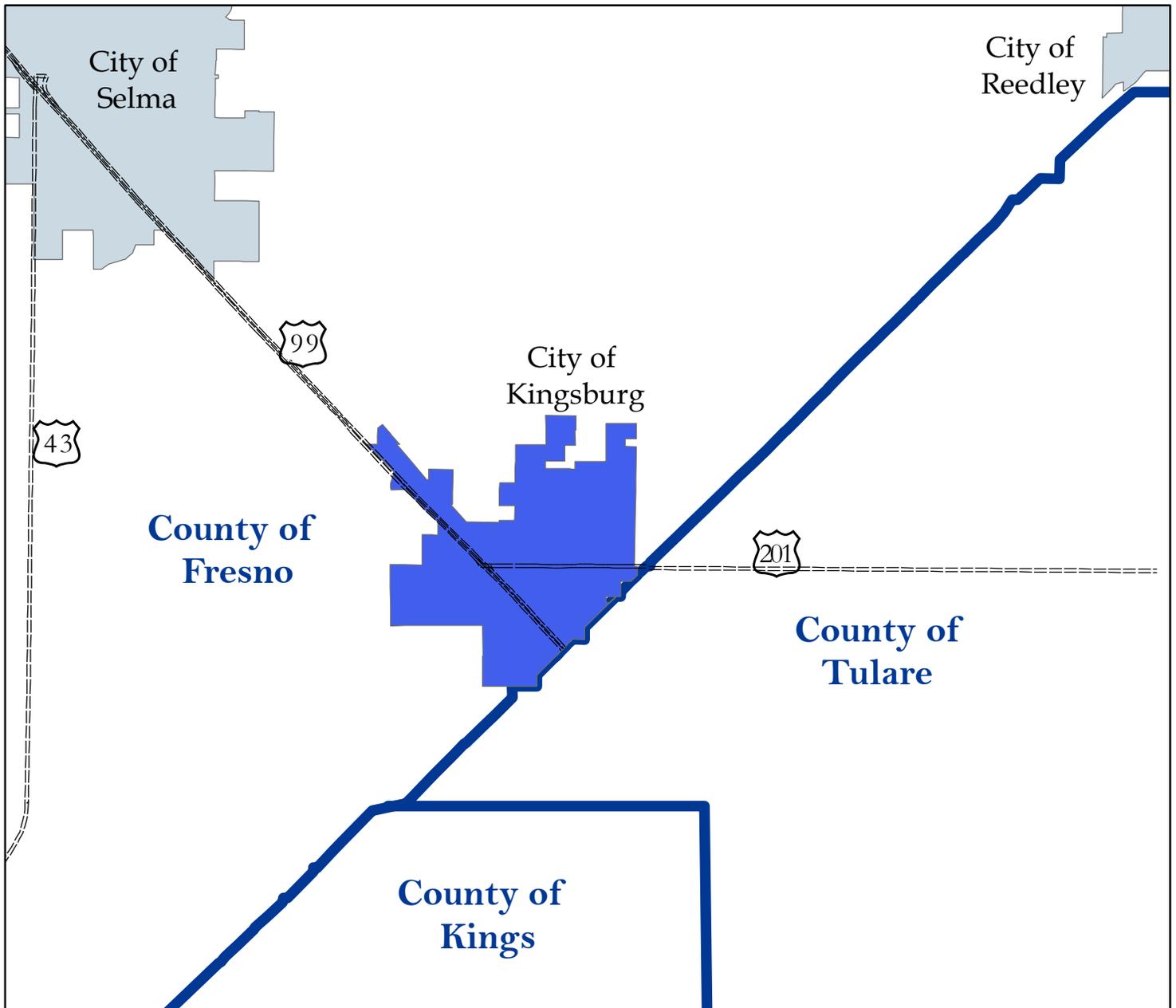
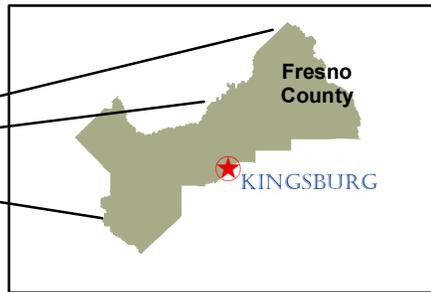




EXHIBIT 2 CITY LIMITS AND PROJECT VICINITY MAP

Project Area

City of
Kingsburg

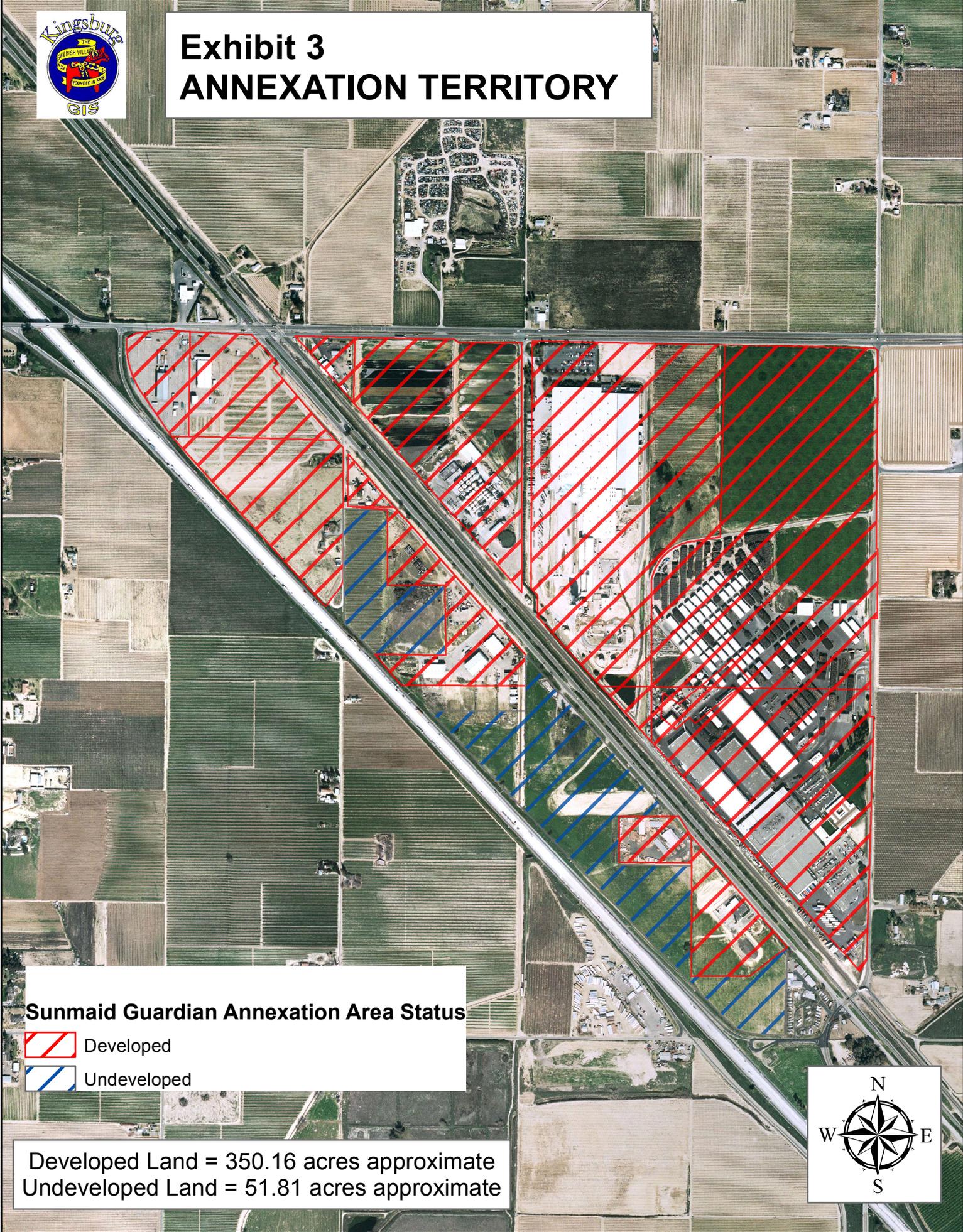
-  Kingsburg City Limits
-  County Line
-  Proposed Reorganization Area

0 0.25 0.5 Miles





Exhibit 3 ANNEXATION TERRITORY



Sunmaid Guardian Annexation Area Status

-  Developed
-  Undeveloped

Developed Land = 350.16 acres approximate
Undeveloped Land = 51.81 acres approximate

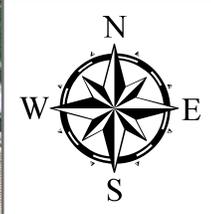
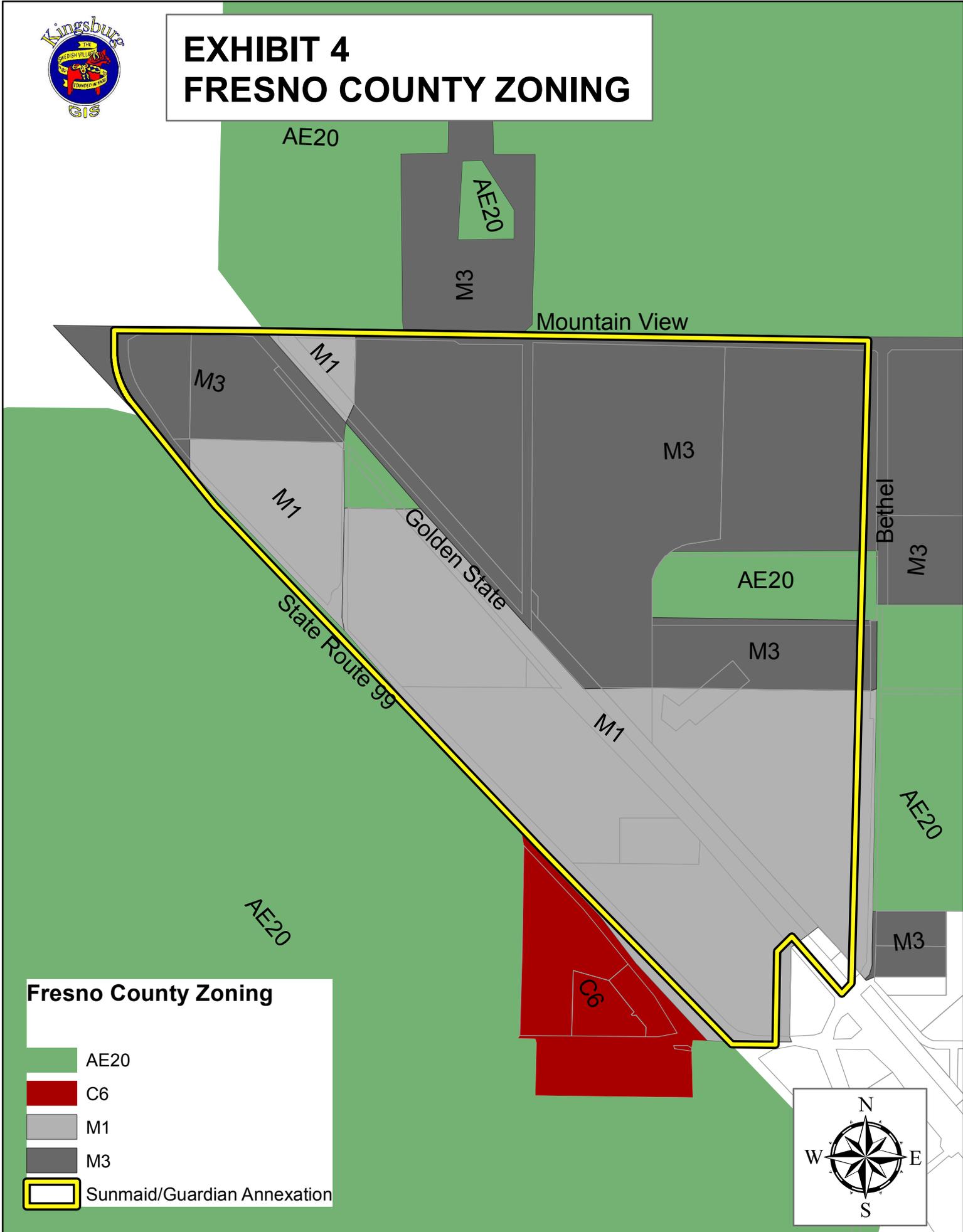




EXHIBIT 4 FRESNO COUNTY ZONING

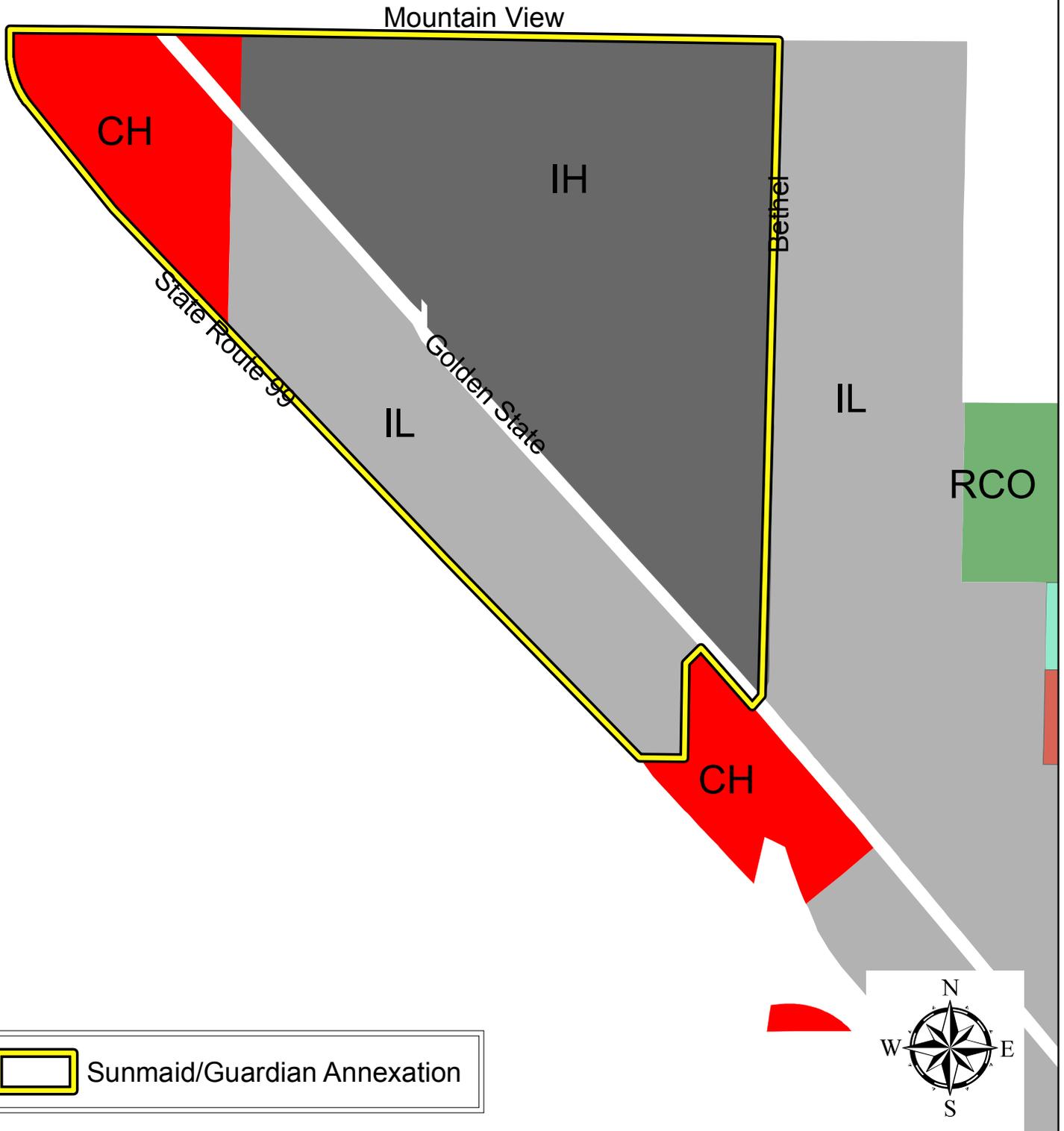


Fresno County Zoning

-  AE20
-  C6
-  M1
-  M3
-  Sunmaid/Guardian Annexation



EXHIBIT 5 ANNEXATION TERRITORY LAND USE AND PRE ZONE DESIGNATIONS



3.0 ENVIRONMENTAL DETERMINATION

Environmental Factors Potentially Affected		
The environmental factors checked below would be potentially affected by this project. The impact in every case will be less than significant, sometimes as a result of mitigation measures described on the following pages in the narrative within the checklist.		
<input type="checkbox"/> Aesthetics	<input checked="" type="checkbox"/> Agriculture Resources	<input checked="" type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology/Soils
<input checked="" type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards & Hazardous Materials	<input checked="" type="checkbox"/> Hydrology/Water Quality
<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Mineral Resources	<input checked="" type="checkbox"/> Noise
<input checked="" type="checkbox"/> Public Services	<input type="checkbox"/> Recreation	<input checked="" type="checkbox"/> Transportation/Traffic
<input type="checkbox"/> Population/Housing	<input checked="" type="checkbox"/> Utilities/Services Systems	<input type="checkbox"/> Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: _____ Dated: _____

3.1 INITIAL STUDY CHECKLIST AND DISCUSSION

1. AESTHETICS

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Aesthetics				
<i>Would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:

a) *Have a substantial adverse effect on a scenic vista?*

No Impact. The Kingsburg General Plan identifies no scenic vistas existing on the project site and none exist on the properties immediately adjacent to the project site. The project site is predominately existing Industrial and Highway Commercial development with a variety of residential and agricultural uses nearby. Therefore, no impacts to scenic vistas will result from the proposed project.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. No scenic resources such as rock outcroppings, trees, or historic buildings will be disturbed by the proposed project. Therefore, no impacts to scenic resources will result from the proposed project.

- c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

No Impact. The project site is predominately existing Industrial and Highway Commercial development surrounded by limited rural residential and agricultural uses. No development is proposed as a result of the annexation, however, there may be future development of the area as the 49 undeveloped acres are developed. No impacts to visual character of the site or area will result from the proposed project.

- d) *Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?*

Less than Significant. The project site is predominately existing Industrial and Highway Commercial development. New sources of light and glare may be created as the undeveloped 49 acres is developed. All future development will have to comply with the City of Kingsburg Zoning Ordinance which regulates lighting and requires new light sources to be shielded to protect light and glare on adjacent properties. Impacts resulting from new sources of light or glare will be less than significant as a result of the proposed project.

Sources:

- Kingsburg General Plan and EIR
- North Kingsburg Specific Plan EIR
- Kingsburg Municipal Code
- Site Visit

2. AGRICULTURAL RESOURCES

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Agriculture Resources				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.</p> <p><i>Would the project:</i></p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

Less than Significant. The 2008 Important Farmland Mapping and Monitoring Map for eastern Fresno County identifies portions of the project area as prime farmland. However, much of the area identified is currently developed as industrial and commercial uses consisting of buildings or structures and areas used for the application of wastewater by Sun Maid Raisin Growers.

Only a small portion of the project site is currently cultivated and the otherwise undeveloped parcels are small, precluding use for production agriculture. A 15-acre vineyard on the south side of Mountain View Avenue

west of Bethel Avenue is owned by Guardian Industries. It is anticipated it will be used for future expansion. A remnant vineyard of about four acres also exists between Freeway 99 and Golden State Boulevard southeast of Amber Avenue.

In addition, the City of Kingsburg has a right to farm ordinance that will allow the continued operation of agricultural properties upon annexation.

Impacts to agricultural resources resulting from the annexation will therefore be less than significant.

b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. The project site consists of 422 acres and is designated in the City of Kingsburg General Plan as Heavy Industrial and Highway Commercial. There are no Williamson Act contracts on the project area therefore there will be no impact.

c) *Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland to non-agricultural use?*

No Impact. The Kingsburg General Plan identifies the subject property as Heavy Industrial and Highway Commercial. A portion of the property has been pre-zoned for Heavy Industrial, the remaining property will be pre-zoned a combination of Highway Commercial and Light Industrial. Portions of the area between the State Route 99 freeway and Golden State Boulevard/Simpson Street, from Mountain View Avenue to the existing City limits, will have a mixed use overlay zone in accordance with the North Kingsburg Specific Plan.

The area is primarily developed with industrial/commercial uses and will not result in other changes that would result in the conversion of farmland to non-agricultural use, therefore the impact is less than significant.

Sources:

- Kingsburg General Plan and EIR
- North Kingsburg Specific Plan and EIR
- Kingsburg Municipal Code
- Fresno County Important Farmland Map 2008

3. AIR QUALITY

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Air Quality				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.				
<i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project is located in the San Joaquin Valley air basin, which is defined by the Sierra Nevada in the east, the Coast Ranges in the west, and the Tehachapi mountains in the south. The surrounding topographic features restrict air movement through and out of the basin and, as a result, impede the dispersion of pollutants from the basin. Inversion layers are formed in the San Joaquin Valley air basin throughout the year.

The climate of the project area is typical of the valleys of Central California with hot dry summers and cool, mild winters. Daytime temperatures are often over 100 degrees in the summer months, with lows in the 60's. In the winter months, temperatures range in the 50's with the lows in the 30's. Fog is common in the valley in the winter and may last several days.

Ambient Air Quality Standards

Both the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants that represent safe levels that avoid specific adverse affects associated with each contaminant. The ambient air quality standards cover what are called “criteria” pollutants because the health and other effects of each pollutant are described in criteria documents.

The Federal and California state ambient air quality standards are summarized in Table 3.1 for important pollutants. The federal and state ambient standards were developed independently with differing purposes and methods, although both processes attempted to avoid health related effects. As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent. This in particularly true for ozone and PM 10.

TABLE 3.1 Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone	1-Hour	--	0.09 ppm
	8-Hour	0.075 ppm	0.07 ppm
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	53 ppb	0.03 ppm
	1-Hour	100 ppb	0.18 ppm
Sulfur Dioxide	24-Hour	--	0.04 ppm
	3-Hour	--	--
	1-Hour	75 ppb	0.25 ppm
PM10	Annual	--	20ug/m3
	24-Hour	150 ug/m3	50 ug/m3
PM2.5	Annual	15 g/m3	12 ug/m3
	24-Hour	35 ug/m3	--
Lead	30-Day Average	--	1.5 ug/m3
	3-Month Average	.15 ug/m3	--

Notes: ppm = parts per million; ppb = parts per billion; ug/m3 = micrograms per cubic meter
Source: California Air Resources Board 2012, Ambient Air Quality Standards (09/08/2010);
www.arb.ca.gov/research/aaqs/aaqs2.pdf

Attainment Status

Federal and State air quality laws require identification of areas not meeting the ambient air quality standards. These areas must develop regional air quality plans to eventually attain the standards. The State of California has designated the area as being an area of severe non-attainment for 1-hour ozone, non-attainment area for

8-hour ozone, a non-attainment area for PM10 and MP2.5. The EPA has identified the area as being in serious non-attainment for 8-hour ozone and PM2.5. The San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) is responsible for establishing and enforcing local air quality rules and regulations that address the requirements of Federal and State air quality laws.

North Kingsburg Specific Plan

Impacts to air quality from development in the project area were evaluated in the North Kingsburg Specific Plan and EIR. The document includes mitigation measures that would reduce impacts to a less than significant level.

San Joaquin Valley Unified Air Pollution Control District Significance Criteria

The SJVUAPCD has established the following standards of significance. A project is considered to have a significant impact on air quality if:

1. A Project results in new direct or indirect emissions of ozone precursors (ROG or NOx) in excess of 10 tons per year.
2. Any Project with the potential to frequently expose members of the public to objectionable odors will be deemed to have a significant impact.
3. Any Project with the potential to expose sensitive receptors or the general public to substantial levels of toxic air contaminants would be deemed to have a potentially significant impact.
4. A Project that produces a PM10 emission of 15 tons per year. (Compliance with SJVAPCD Regulation VIII reduces to less than significant.

The proposed project would not exceed any standards for significance established by the Air District as no development is proposed as part of the project. Any future project in the area would have to comply with all District Rules and Regulations in effect at the time of development.

Discussion of Impacts

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

No Impact: The project is located within the San Joaquin Valley Air Basin, which is in a non-attainment status for federal and state ambient air quality standards for ozone and PM10. The Federal Clean Air Act and the California Clean Air Act require areas in non-attainment to reduce emissions until the standards are met. The proposed annexation would not obstruct implementation of an air quality plan and, given the project is a change in jurisdictional boundaries of an area that is predominantly developed, would not conflict with any air quality plan. Any

development within the project area would be subject to the SJVUAPCD's Regulation VIII (Fugitive Dust Control) to reduce PM10 emissions and subject to the SJVUAPCD's Rule 9510 (Indirect Source Review) for all development. In addition, the project will be subject to the mitigation measures identified below to reduce any cumulative impacts. The proposed annexation will have no impact to any air quality plan.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant. As previously mentioned in item a, the proposed project is a jurisdictional change and will not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, this impact is considered less than significant.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less than Significant with Mitigation. The project will not significantly increase the production of any criteria pollutant as described in section a). Although development is not proposed as a part of the project, any future development of the vacant lands may contribute to criteria pollutants, but would be subject to the mitigation measure below to reduce impacts to a level less than significant.

MITIGATION MEASURE 3.1

Any future development will comply with appropriate policies or regulations of the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD), including, but not limited to Regulation VIII (Fugitive Dust Control) and Rule 9510 (Indirect Source Review).

d) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant. The Project is a change in jurisdictional boundaries and as a result will not result in actual development. The annexation area is predominantly developed with a mixture of heavy industrial uses and light industrial/commercial uses. Any future development, after annexation, will be subject to the appropriate review consistent with the California Environmental Quality Act (CEQA). All future development will be required to comply with Air District Regulation VIII and Rule 9510.

The proposed project will not create or expose sensitive receptors therefore the impact is less than significant.

e) Create objectionable odors affecting a substantial number of people?

Less than Significant. As stated in a) and d) above, the Project is a jurisdictional change and will not result in actual development. Any future development will be subject to the appropriate review consistent with the California Environmental Quality Act (CEQA), therefore impacts are less than significant.

Sources:

- Kingsburg General Plan EIR
- North Kingsburg Specific Plan EIR
- San Joaquin Valley Air Pollution Control District

4. BIOLOGICAL RESOURCES

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Biological Resources				
<i>Would the project:</i>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The site is comprised of a variety of commercial developments with the largest being the Guardian glass plant and Sun-Maid raisin processing and shipping plant. Other areas on the project site include a wheat field for waste water disposal, a winery with waste water disposal field, assorted storage buildings, construction yards, offices, warehouses, a swap meet facility, disced fields and fallow, leveled and disced fields, a small vineyard and Golden State Boulevard. Lands in the general vicinity include vineyards, plum orchards, disced or fallow fields, a residence and assorted commercial businesses.

A biological study was completed in 2008, Appendix A. A follow up site visit was completed in 2012 to confirm there was not a change in conditions. No sensitive wildlife, plants, or habitats such as riparian, creeks, streams, or wetlands were observed and do not occur on or adjacent to the project site. Habitats for sensitive species are not present on or adjacent to the project site. A clump of elderberry bushes were observed along the fence of the Guardian plant. The bushes are potential habitat for the Federally threatened Valley Elderberry Longhorn Beetle. However, the bushes do not have beetle emergence holes, occur in a commercial and agricultural area, and occur miles from a river system with other elderberry bushes, they provide no habitat for the beetle, therefore there is no impact to the threatened Valley Elderberry Longhorn Beetle.

Would the project:

- a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No Impact. The Biological Survey did not identify any candidate, sensitive, or special status species or habitat within the project area, therefore there is no impact.

- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*

No Impact. The Kings River is located eight miles south of the site and is the nearest riparian habitat, while Ward Drainage Canal sits two miles south, with the intervening land all under agricultural or commercial uses. The biological survey did not find any riparian habitat or other natural community on the project site or in the immediate area, therefore there is no impact.

- c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. There are no federally protected wetlands or Waters of the United States on the project site, therefore there is no impact.

- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

No Impact. The site is not located within any wildlife movement corridors and does not function as a wildlife nursery site. No impacts in this regard would occur.

- e) *Conflict with any local applicable policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

No Impact. Since the project site is within an area that is predominantly developed with industrial and commercial uses and the absence of any local policies regarding biological resources, the project will not conflict with any local policies or ordinances protecting biological resources, therefore there is no impact.

- f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

No Impact. There is no Natural Community Conservation Plan (NCCP) or Habitat Conservation Plans (HCP) underway in the region where this project is located. No impact is anticipated to occur.

Source:

- Biological Survey, Halstead and Associates

5. CULTURAL RESOURCES

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Cultural Resources				
<i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A cultural resources records search was completed in 2008, Appendix B. The results of the record search is that there are no recorded resources within the project area. There have been no changes in the area that would require an updated records search. Given that the project area is currently occupied by numerous buildings and has been extensively developed, no cultural resource survey was recommended or required.

Would the project:

- a) *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

Less than significant with Mitigation. Although the project will not result in development, but is a change in jurisdictional boundaries, should any historical resource be unearthed during any construction activities that may occur, all construction shall cease and a qualified professional archaeologist should be called in to evaluate the find and make the appropriate mitigation recommendations. Impact to historical resources are therefore less than significant with the following mitigation measure:

MITIGATION MEASURE 5.1

Should any historical or cultural resource or remains be unearthed during any construction activity, a qualified professional archaeologist should be called

in to evaluate the find and make any appropriate recommendations for removal or evaluation.

No historical resources have been identified in the project area. The proposed project is located on land that has been used for agricultural purposes and is currently predominantly developed, therefore with the proposed mitigation measure, there is no impact.

- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Less than Significant. As previously described, no archaeological resources are known to exist within the project site. Inclusion of Mitigation Measure 5.1 reduces possible future impacts to archaeological resources to a level of less than significant.

- c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

No Impact. No fossils of plants, animals, and other organisms of any paleontological or cultural significance have been discovered at the project site, nor has the site been identified to be within an area where such discoveries are likely therefore there is no impact.

- d) *Disturb any human remains, including those interred outside of formal cemeteries?*

Less than Significant. Human remains are not known to exist at the project area. Standard protocol in compliance with existing regulations would require such a discovery to be immediately reported to the Fresno County Coroner. If the remains are determined to be Native American in origin, both the Native American Heritage Commission and any identified descendants shall be notified by the coroner and recommendations for treatment solicited (CEQA Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.98). Compliance with these regulations allow for this impact to be considered less than significant.

Sources:

- Kingsburg General Plan EIR
- North Kingsburg Specific Plan EIR
- Historic Record Survey; California Historical Resources Information System

6. GEOLOGY AND SOILS

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Geology and Soils				
<i>Would the project:</i>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No known geological hazards or unstable soil conditions exist in the project area. There are several known faults that exist close enough to cause potential damage to structures or individuals. The City of Kingsburg has adopted the California Building Code to govern all construction within the City, further reducing potential impacts by ensuring that development is designed to withstand seismic and other geological hazards.

Would the project:

a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

No Impact. No known faults with historic activity cut through the project area. The major active faults and fault zones are the Ortigalita Fault Zone and the Bear Mountain Fault Zone, approximately thirty-three miles southwest and twenty-five miles northeast of the project area, respectively. Due to the distance from active faults, the potential for loss of life, property or injury is considered minimal.

ii) *Strong seismic ground shaking?*

No Impact. There is no record of any seismic activity originating in Fresno County or the City of Kingsburg, other than tremors on the west side, close to the Ortigalita Fault. All of California, including the Guardian/ Sun-Maid project area, is subject to earthquake risks. Compliance with California seismic design requirements would ensure that the project area would not expose persons or property to strong seismic ground shaking hazards.

iii) *Seismic-related ground failure, including liquefaction?*

No Impact. Although no specific liquefaction hazard areas have been identified in Fresno County or the City of Kingsburg, the potential for

liquefaction is recognized throughout the San Joaquin Valley where unconsolidated sediments and a high water table coincide. Compliance with California seismic design requirements would ensure the project area would not expose persons or property to liquefaction hazards. Impacts in this regard would be less than significant.

iv) *Landslides?*

No Impact. The project site contains flat relief, which precludes the possibility of landslides onsite. Elevation ranges from 159.5 ft to 160 ft throughout the project area.

b) *Result in substantial soil erosion or the loss of topsoil?*

No Impact. Within the project area excavation, grading, and filling will be minimal. No changes in topography are proposed with this project; therefore, there is no impact.

c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

No Impact. The project site is underlain by natural alluvial deposits of Holocene age and there are no unstable geologic units or soils (e.g., artificial fill) present on the project area. Any new construction will be required to comply with California Building Code which will reduce potential risks to life and property from unstable geologic units or soils, therefore there is no impact.

d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

No Impact. Onsite soils are classified as Pollasky sandy loam, deep over hardpan, 2 to 9 percent slopes,. Pollasky sandy loam soils are not known to be expansive soils. Clay soils, which are typically expansive, are not located in the area. Development in the project area will adhere to the grading and foundation requirements of the California Building Code. These requirements set forth standards for soil engineering that ensure that building foundations are adequately supported. Adherence to these standards will ensure that persons and structures are not exposed to hazards from shrinking and swelling of soils, therefore there is no impact.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

No Impact. The Selma-Kingsburg-Fowler County Sanitation District provides a wastewater disposal system to the majority of the project area; therefore, it is anticipated that there will no need for in-ground septic tank systems. If it is determined that there is the need for a septic tank, percolation test and soil analysis must be preformed prior to the issuance of grading or building permits.

Source:

- Rymer and Ellsworth 1990; Fresno County General Plan Background Report/EIR 2000.

7. GREENHOUSE GAS EMISSIONS

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Greenhouse Gas Emissions				
<i>Would the project:</i>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they trap heat radiated by the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG's has been implicated as a driving force for global climate change. Definitions of climate change vary amongst regulatory authorities and the scientific community, but in general is described as a change in the earth's climate caused by natural fluctuations and anthropogenic activities which alter the composition of the global atmosphere.

Individual projects contribute to the cumulative effects of climate change by emitting GHG's during construction and operational phases. The proposed project is not a proposal for a change in current operations, it is a jurisdictional boundary change. The large majority of the project area is currently developed and although a future project may occur in the project area, none are proposed at this time. Therefore no additional GHG's will be created as a result of the proposed annexation.

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

No Impact. As stated above, no development is proposed as part of the proposed project. As development occurs on the undeveloped 52 acres, an analysis of impacts to greenhouse gases will be prepared.

- b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

No Impact. The proposed project is a jurisdictional boundary change and as such, will not conflict with any plan, policy or regulation that will reduce emissions of greenhouse gases.

8. HAZARDS AND HAZARDOUS MATERIALS

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Hazards and Hazardous Materials				
<i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

e) For a project located within an airport land use plan (or, where such a plan has not been adopted, within two miles of a public airport or public use airport), would the project result in a safety hazard for people residing or working the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas, or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

No Impact: The proposed annexation would not result in changes that would include routine transport, use or disposal of hazardous material. If future development occurs, any hazardous material uses would be required to comply with all applicable local, state and federal standards associated with the handling and storage of hazardous materials.

- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

No Impact: The annexation project is a change in jurisdictional boundaries and includes no direct construction or site improvements. Future development within the project area may include construction activities that would use fuel and oil. The use and handling of hazardous material during construction activities is required to comply with applicable state and federal laws.

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact. No existing or proposed school is within a quarter-mile of the proposed project area, and hazardous emissions will not be emitted and no acutely hazardous materials, substances, or waste will be used onsite.

- d) *Be located on a site which is included on a list of hazardous materials lists compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

No Impact: Review of the Department of Toxic Substances Control (DTSC) and Cortese Hazardous Waste and Substances site list, Envirostar, revealed no sites listed within the project area.

- e) *For a project located within an airport land use plan (or, where such a plan has not been adopted, within two miles of a public airport or public use airport), would the project result in a safety hazard for people residing or working in the project area?*

No Impact: The nearest airports to the project area are Fresno-Yosemite International Airport approximately 25 miles to the north, and the City of Visalia Municipal Airport approximately 20 miles to the south, well outside the two mile distance, therefore there will be no safety hazard to people residing or working within the project area.

- f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working the project area?*

No Impact. See (e) above.

- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

No Impact. The project will result in the annexation of 422 acres of mixed-use highway commercial and industrial property meeting all emergency access requirements. The project will not impair the implementation of an adopted emergency response plan as it will not create an obstruction to surrounding roadways or other access routes used by emergency response units.

- h) *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

No Impact. The project area is surrounded by residential and agricultural land uses. These land use types are not associated with wildland fires and preclude the possibility of exposure to wildland fires.

9. HYDROLOGY AND WATER QUALITY

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Hydrology and Water Quality				
<i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

a) *Violate any water quality standards or waste discharge requirements?*

Less than Significant. The proposed annexation is a jurisdictional boundary change, without any proposed construction project. It can be assumed, however, that portions of the site may develop in the future consistent with current land use designations and City of Kingsburg zoning. Future development projects that consist of more than one acre would be subject to the National Pollutant Discharge Elimination System (NPDES) permit program, which requires the use of Best Management Practices (BMP's) to minimize water quality impacts.

In February of 2010, the City of Kingsburg and Consolidated Irrigation District ("CID") entered into a Cooperative Agreement ("CID Agreement") addressing, among other issues, mitigation of possible negative environmental impacts on groundwater resources and alternatives to continued discharge of storm water into CID facilities. The CID Agreement allows the City to continue to discharge storm water by pumps and gravity into CID facilities located in or adjacent to the City but only through existing connections identified in the CID Agreement. Prior to any discharge of storm water into CID facilities, the City must obtain and comply with all permits and approvals required by local, state or federal agencies or authorities including the California Regional Water Quality Control Board and the California Department of Health Services and comply with all applicable laws, statutes and regulations affecting storm water discharge.

Currently, Kingsburg discharges storm water into CID facilities in only one location, and its Storm Drainage Master Plan calls for that discharge point to eventually be eliminated. In all other locations the City requires on-site or regional storm water drainage basins or systems with adequate storage to prevent discharge into CID facilities..

- b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

Less than Significant. The proposed annexation would not contain elements that add to or draw from groundwater. The existing development utilizes two high-producing waters wells that will continue to be operated until such a time as the industries initiate connection to the City’s system.

Future development in the project area could affect groundwater recharge and utilize groundwater supplies affecting the local water table. Without detailed knowledge of future projects, it is not possible to assess impacts associated with future projects. Impacts related to future development will have to be evaluated in applicable CEQA review associated with individual projects.

The City’s Water System Master Plan and Urban Water Management Plan indicates that the groundwater supply in the area is ample, and a future municipal well is planned near the northwestern end of the annexation (currently planned along the Amber Avenue alignment). A ground water recharge basin is being planned for development less than a mile to the east under the North Kingsburg Specific Plan.

In order to mitigate possible negative environmental impacts on groundwater resources and accordance with the CID Agreement, the City will operate groundwater wells located within the boundaries of the City with meters that accurately measure the instantaneous flow and accumulated volume annually of water extracted by the City wells. Pursuant to the CID Agreement, the City is mitigating groundwater overdraft in the City and CID by instituting a process as identified in the CID Agreement, for the payment of contributions into a groundwater management and replenishment fund for the purpose of implementing groundwater replenishment methodologies which solely benefit the City and CID as more specifically identified in the CID Agreement.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site, or flooding on- or off-site?*

No Impact. See discussion under (b) above. The project will have no direct impacts to the drainage patterns on any site within the project area.

- d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or –off site?*

No Impact. See discussion under (b) above. The project will have no direct impact to the drainage patterns on any site within the project area. Future projects will be required to plan for future stormwater retention facilities in accordance with City of Kingsburg Storm Drainage Master Plan.

- e) *Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*

No Impact. See details in (b) through (d) above. The project would cause no direct increase in water runoff. Future development projects could contribute to an increase in runoff due to an increase in impervious surfaces. Any increase would be contained within stormwater basins sized and constructed to City of Kingsburg standards and the City's Storm Drainage Master Plan.

- f) *Otherwise substantially degrade water quality?*

No Impact. See details in (a) through (e) above. The project would cause no direct impacts to the water quality of any site within the project area.

- g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

No Impact. According to the Federal Emergency Management Agency (FEMA) National Flood Insurance Program (NFIP) Rate Map (Panel Number 064, Map 19C2675F), the project area is located within Flood Zone X. Zones B, C, and X are the flood insurance rate zones that correspond to areas outside of 100-year floodplains, areas of 100-year sheet flow flooding where average depths are less than 1 foot, areas of 100-year stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 100-year flood by levees.

- h) *Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?*

No Impact. See (g) above. The project area is not within a 100-year flood hazard area.

- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact: See (g) above.

- j) Inundation by seiche, tsunami, or mudflow?

No Impact. The project area is approximately 78 miles inland from the Pacific Ocean and no large hills are located in the vicinity of the project. Consequently, inundation by tsunami or mudflow is unlikely to occur and should not pose a significant hazard to the site.

10. LAND USE AND PLANNING

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Land Use and Planning				
<i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) *Physically divide an established community?*

No Impact. The proposed annexation is consistent with policies of the adopted Kingsburg General Plan (July 1992) and the North Kingsburg Specific Plan (July 2004). The proposed reorganization will not cause the physical separation or division of any community.

- b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

No Impact. The project is consistent with the City’s General Plan and North Kingsburg Specific Plan. A majority of the subject territory has also been pre-zoned for consistency with the City’s adopted General Plan and Specific Plan. The proposed reorganization area is also located within the City’s existing sphere of influence and is a logical and orderly expansion of commercial and industrial growth for the City along the Golden State Highway Corridor, where large industrial uses already exist.

- c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. Currently no Habitat Conservation Plans or Natural Community Conservation Plans exist for the proposed project area.

11. MINERAL RESOURCES

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Mineral Resources				
<i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

No Impact. The proposed project would not use or extract any mineral resources or restrict access to any resource area.

- b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

No Impact. No mineral resource site is identified in the project area on any general plan, specific plan or other land use plan.

12. NOISE

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Noise				
<i>Would the project result in:</i>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan (or, where such a plan has not been adopted, within two miles of a public airport or public use airport), would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project result in:

- a-d) *Exposure of persons to or generation of noise levels in excess of standards established in any applicable plan or noise ordinance, or applicable standards of other agencies?*

Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?

A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant. A substantial portion of the project area is currently developed with a mixture of industrial and commercial uses and no residential uses are planned in the project area. Future development subsequent to the annexation may increase noise levels temporarily in the project area. These increases will be temporary and intermittent. Potential noise from construction activities will be regulated by standard mitigation practices, conditions of approval and best management practices that are imposed as part of a building permit.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The project is not located within an airport land use plan or within two miles of a public airport or public use airport. The nearest airports to the project are Fresno Yosemite International Airport (approximately 25 miles to the north), and the City of Visalia Municipal Airport (approximately 20 miles to the southeast) therefore there is no impact.

- f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. There are no private airstrips located within five miles of the project boundary therefore there is no impact.

13. POPULATION AND HOUSING

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Population and Housing				
<i>Would the project:</i>				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:

- a) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Less than Significant. The proposed project area is predominately developed and will not create a significant increase in the total population for the City of Kingsburg. The project, consisting of the annexation of 422 acres for primarily commercial and industrial development, is consistent with the current general plan policies and the North Kingsburg Specific Plan. Impacts are considered less than significant.

- b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The project will not displace any housing or result in the requirement of replacement housing, therefore there is no impact.

- c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. The project will not displace any individuals or result in the requirement of replacement housing elsewhere in the community, therefore there is no impact.

14. PUBLIC SERVICES

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Public Services				
<i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of Impacts

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) *Fire Protection?*

Less than Significant. The annexed area will be served by the City’s fire department. The City of Kingsburg has determined that it has sufficient service capability to meet the fire and emergency response needs of the area. A transition agreement is in place between the City and the Fresno County Fire Protection District that addresses financial impacts resulting from detachment from the District. Impacts on fire protection would be less than significant.

b) *Police Protection?*

Less than Significant. The proposed annexation area will be served by the City of Kingsburg Police Department. City officers have a much more limited service area than the Fresno County Sheriff’s Department and as such, the

proposed annexation may result in improved police service to the annexation area, although it will increase the overall service demands on the Police Department.

c) *Schools?*

No Impact. The proposed annexation of the commercial and industrial area would have minimal affect on population growth, therefore there is no impact to school facilities.

d) *Parks?*

No Impact. The proposed annexation of the commercial and industrial area would have minimal impact on City parks and will not result in the need to provide additional park area, therefore there is no impact to parks.

e) *Other public facilities?*

Less than Significant. The City water, sewer, and storm drainage utilities will be expanded in accordance with the City’s and Selma-Kingsburg-Fowler County Sanitation District’s (S-K-F’s) adopted master plans and the CID Agreement. No area of urban development is restricted in growth by existing City utilities and, with expansion, there is remaining capacity for continued expansion. Both the City of Kingsburg and S-K-F adhere closely to the policy that urban expansion should be an extension of existing urban patterns.

15. RECREATION

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

No Impact. The proposed annexation would not include development of any residential components, and no neighborhood or community parks are planned as part of this project, therefore there is no impact.

- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

No Impact. See (a) above.

16. TRANSPORTATION/TRAFFIC

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Transportation/Traffic				
<i>Would the project:</i>				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The transportation system within the project area is currently developed. The major access to the properties within the project area are from Mountain View to the north, Bethel to the east and south and Golden State to the west and east. A Traffic Impact Study was prepared for the proposed project, which indicated that the study intersections and road segments currently operate at acceptable levels of service. For the purpose of addressing future cumulative impacts, the traffic impact study evaluated the future conditions with approximately 42.35 acres of commercial, 15 acres of heavy industrial and 91 acres of light industrial.

DISCUSSION OF IMPACTS

Would the project:

- a-b) *Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?*
Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Less Than Significant With Mitigation. The proposed project would not result in a substantial increase in existing vehicle trips on the road system. The annexation of the area may result in the eventual development of the area to uses consistent with City land use designations and zoning in the area. Additional traffic loads will be generated by commercial and industrial development as individual development projects are proposed. Transportation related impacts will be addressed on a project by project basis, with resulting impacts mitigated through design or construction of new facilities and improvements.

The project is not associated with any construction or land use development. Future development in the project area will be subject to approval by the City of Kingsburg Planning Department and City Engineer through the site plan review process. The following mitigation measure will reduce impacts from the proposed annexation to less than significant:

Mitigation Measure 16.1:

Development projects proposed to be constructed in the project area will be required to analyze their project specific traffic impacts on a project by project basis and will be responsible for mitigating the project specific impacts. Any proposed project which generates 100 or more trips per day shall be required to perform a traffic impact study to determine current levels of service and anticipated impacts of the project on adjacent roadways.

Mitigation Measure 16.2:

The City of Kingsburg intends to initiate the preparation of a traffic impact fee study for the purpose of analyzing the impacts of contemplated future development on City-wide traffic facilities along with an analysis of the need for new traffic facilities required by new development in the City, including new development in the project area. The traffic impact fee study will also identify the relationship between new development and the needed traffic facilities and will identify the estimated cost of the needed traffic facilities. Following the preparation of a traffic impact fee study, the City Council will consider the adoption of an ordinance amending the City traffic impact fees.

- c) *Result in change in air traffic patterns, including either an increase in air traffic levels or a change in location that results in substantial safety risks?*

No Impact. Air traffic patterns will not be affected by the development of the project. No impacts in this regard would occur.

- d) *Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*

Less Than Significant. No hazardous design features are included in the project. Any related road improvements will be designed in accordance with standard engineering practices and the City of Kingsburg standards. This will prevent new hazardous conditions from occurring as the area is developed. This impact is less than significant.

- e) *Result in inadequate emergency access?*

Less Than Significant. Changes to the City street system are not proposed as part of the project. Any future streets and/or developments will be designed to provide for safe emergency access. Impact will be less than significant.

f) Result in inadequate parking capacity?

Less Than Significant. There is no development associated with the proposed annexation. All future development will be required to meet City parking standards and will be reviewed through the site plan review process. Impacts are therefore less than significant.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?

No Impact. The proposed annexation does not conflict with adopted policies plans or programs, therefore there is no impact.

17. UTILITIES AND SERVICE SYSTEMS

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Utilities and Service Systems				
<i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:

- a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

Less Than Significant with Mitigation. The annexation site is within the planning area of the water and drainage master plans completed in recent years by the City and by the sewer master plan maintained by the Selma-Kingsburg-Fowler County Sanitation District (S-K-F). As noted in the North Kingsburg Specific Plan, no problems are anticipated in providing services as called out in the Master Utility Plans. Several of the parcels to be annexed to the City of Kingsburg are already within the S-K-F district boundaries and receive sewer service.

Mitigation Measure 17.1:

Prior to recordation of any Final Map or approval of any development plan for projects in the annexation area, the developer shall provide the City of Kingsburg with a will serve letter indicating S-K-F has wastewater capacity to service the development.

- b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less Than Significant. Water supplies within the area between the State Route 99 freeway and Golden State Boulevard will be provided by the City of Kingsburg. A 12-inch water main has already been extended in the western shoulder of Golden State Boulevard from the existing city limits to Amber Avenue capable of serving the entire area between the State Route 99 freeway and the railroad. Each property owner will be responsible for the cost

of new service connections, including infrastructure improvements and the completion of a loop (tie-in) with a minimum eight-inch (8”) connection between the water main and a development project.

The industries east of the Union Pacific Railroad already provide for their own water supplies. The Vie-Del grape processing plant, Sun-Maid raisin plant and Guardian Industries glass plant each has two on-site water wells producing adequate supplies of high-quality water. The small triangular parcel fronting on Mountain View Avenue just east of the railroad tracks is also served by an on-site well. Eventually the City may provide water service to these properties at the request of the owners.

Much of the property in the reorganization territory already has sewer service provided by the Selma-Kingsburg-Fowler County Sanitation District, including the Selma Flea Market property and the plants operated by Guardian Industries, Sun-Maid and Vie Del. The North Kingsburg Specific Plan noted that the City, through the Selma-Kingsburg-Fowler Sanitation District, currently has the capacity necessary in order to provide wastewater treatment capacity. The addition of wastewater from the proposed annexation will not require the expansion of treatment plant facilities or the construction of new facilities.

- c) *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?*

Less Than Significant With Mitigation. The proposed project area will be designed to utilize the existing ponding sites or master planned new facilities for storm water drainage. Storm water drainage facilities have the potential for becoming significant mosquito breeding sources during the summer when runoff from sources like sprinkler overspray, car washing and swimming pool drainage can collect and form large shallow ponds in drainage basins. Shallow water conditions encourage pond-edge and emergent weed growth such as cattails and tules that both enhance mosquito breeding habitat and complicate basin maintenance efforts. The mosquito species that commonly breed in basins are the most important vectors of West Nile Virus in California.

Although no new basins are proposed as part of the proposed annexation, the following mitigation measures be incorporated to minimize mosquito breeding habitat in any future master planned basins within the project area.

Mitigation Measure 17.2:

The basin or nuisance water retention area should be constructed and/or managed so that water depths are maintained in excess of four feet to preclude invasive emergent vegetation such as cattails.

Mitigation Measure 17.3:

Basins should be constructed with a low-flow area, or sump, if water levels are subject to fluctuation during the summer mosquito breeding season. The sump area should be located at the pond inlet and excavated to a minimum depth of four feet below the pond floor to preclude the growth of emergent vegetation. The basin floor should also be graded, or sloped, so that as the standing water recedes, it will drain into the sump area.

Mitigation Measure 17.4:

Access must be provided for authorized personnel. A free and unencumbered access roadway around the entire basin perimeter for pond maintenance and mosquito abatement activities is essential.

- d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

Less Than Significant. The proposed project is a change in jurisdictional boundaries and does not include new development.

- e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Less Than Significant. It is anticipated that S-K-F will provide will serve letters to projects proposed in the annexation territory.

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Less Than Significant. Service to the City of Kingsburg is provided under a franchise agreement with Waste Management, which utilizes active Class III landfills within Fresno County. Waste Management will serve the solid waste disposal needs for the proposed annexation area.

- g) *Comply with applicable federal, state, and local statutes and regulations related to solid waste?*

Less Than Significant. Solid waste must be disposed of following the requirements of the contracted waste hauler, which follows federal, state, and local statutes and regulations related to the collection of solid waste. Since the solid waste stream will be typical for commercial development, it is unlikely that statutes or regulations would be violated.

18. MANDATORY FINDINGS OF SIGNIFICANCE

Mandatory Findings of Significance				
Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare*

or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

No Impact. The proposed project is a change in jurisdictional boundaries and will not result in impacts to the environment, specifically habitat of fish and wildlife species.

- b. *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

Cumulative Impacts: Although no development projects are proposed within the project area, it is anticipated that there may be development of the undeveloped sites within the project area, although the undeveloped sites are currently allowed to develop with industrial uses in Fresno County, therefore there are no impacts associated with the annexation of the project area.

In addition, the City of Selma has released a notice of preparation for a proposed project directly adjacent to the annexation area to the north called the Selma Crossings project. The Selma Crossings project includes the following:

Retail	2,092,203 square feet
Office Park	540,000 square feet
Residential	250 dwelling units
Auto Mall	400,000 square feet (10 3.6 acres parcels)
Hotels (2)	155,000 square feet
Water Park	10,000 square feet

The addition of the Selma Crossings project does create impacts that could be cumulatively considerable. An Environmental Impact Report (EIR) is being prepared by the City of Selma. It is anticipated that the EIR will adequately evaluate cumulative impacts as a result of that project, an evaluation for this project is not possible given the EIR has not been released for public review.

- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Less than significant. Based on the analyses above, findings of “less than significant impacts with mitigation incorporated” were identified. The implementation of mitigation measures is expected to reduce impacts to a level “less than significant”. Application and enforcement of State standards

and/or City ordinances and/or standard conditions of approval will also reduce certain project impacts described above to less than significant.

4.0 MITIGATION MEASURES

MITIGATION MEASURE 3.1

Any future development will comply with appropriate policies or regulations of the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD), including, but not limited to Regulation VIII (Fugitive Dust Control) and Rule 9510 (Indirect Source Review).

MITIGATION MEASURE 5.1

Should any historical or cultural resource or remains be unearthed during any construction activity, a qualified professional archaeologist should be called in to evaluate the find and make any appropriate recommendations for removal or evaluation.

MITIGATION MEASURE 16.1:

Development projects proposed to be constructed in the project area will be required to analyze their project specific traffic impacts on a project by project basis and will be responsible for mitigating the project specific impacts. Any proposed project which generates 100 or more trips per day shall be required to perform a traffic impact study to determine current levels of service and anticipated impacts of the project on adjacent roadways.

MITIGATION MEASURE 16.2:

The City of Kingsburg intends to initiate the preparation of a traffic impact fee study for the purpose of analyzing the impacts of contemplated future development on City-wide traffic facilities along with an analysis of the need for new traffic facilities required by new development in the City, including new development in the Project Site. The traffic impact fee study will also identify the relationship between new development and the needed traffic facilities and will identify the estimated cost of the needed traffic facilities. Following the preparation of a traffic impact fee study, the City Council will consider the adoption of an ordinance amending the traffic impact fees.

MITIGATION MEASURE 17.1:

Prior to recordation of any Final Map or approval of any development plan for projects in the annexation area, the developer shall provide the City of Kingsburg with a will serve letter indicating S-K-F has wastewater capacity to service the development.

MITIGATION MEASURE 17.2:

The basin or nuisance water retention area should be constructed and/or managed so that water depths are maintained in excess of four feet to preclude invasive emergent vegetation such as cattails.

MITIGATION MEASURE 17.3:

Basins should be constructed with a low-flow area, or sump, if water levels are subject to fluctuation during the summer mosquito breeding season. The sump area should be located at the pond inlet and excavated to a minimum depth of four feet below the pond floor to preclude the growth of emergent vegetation. The basin floor should also be graded, or sloped, so that as the standing water recedes, it will drain into the sump area.

MITIGATION MEASURE 17.4:

Access must be provided for authorized personnel. A free and unencumbered access roadway around the entire basin perimeter for pond maintenance and mosquito abatement activities is essential.

5.0 REFERENCES

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APPENDIX A
BIOLOGICAL RESOURCES ASSESSMENT

APPENDIX B
CULTURAL RECORDS SEARCH

APPENDIX C
TRAFFIC STUDY
